



Lime

# 2022 GHG Inventory Report

KEY FINDINGS



# Emissions sources & scopes



## Scope 1

Direct emissions from onsite combustion and mobile sources that the organization controls.



## Scope 2

Indirect emissions from purchased electricity and steam.

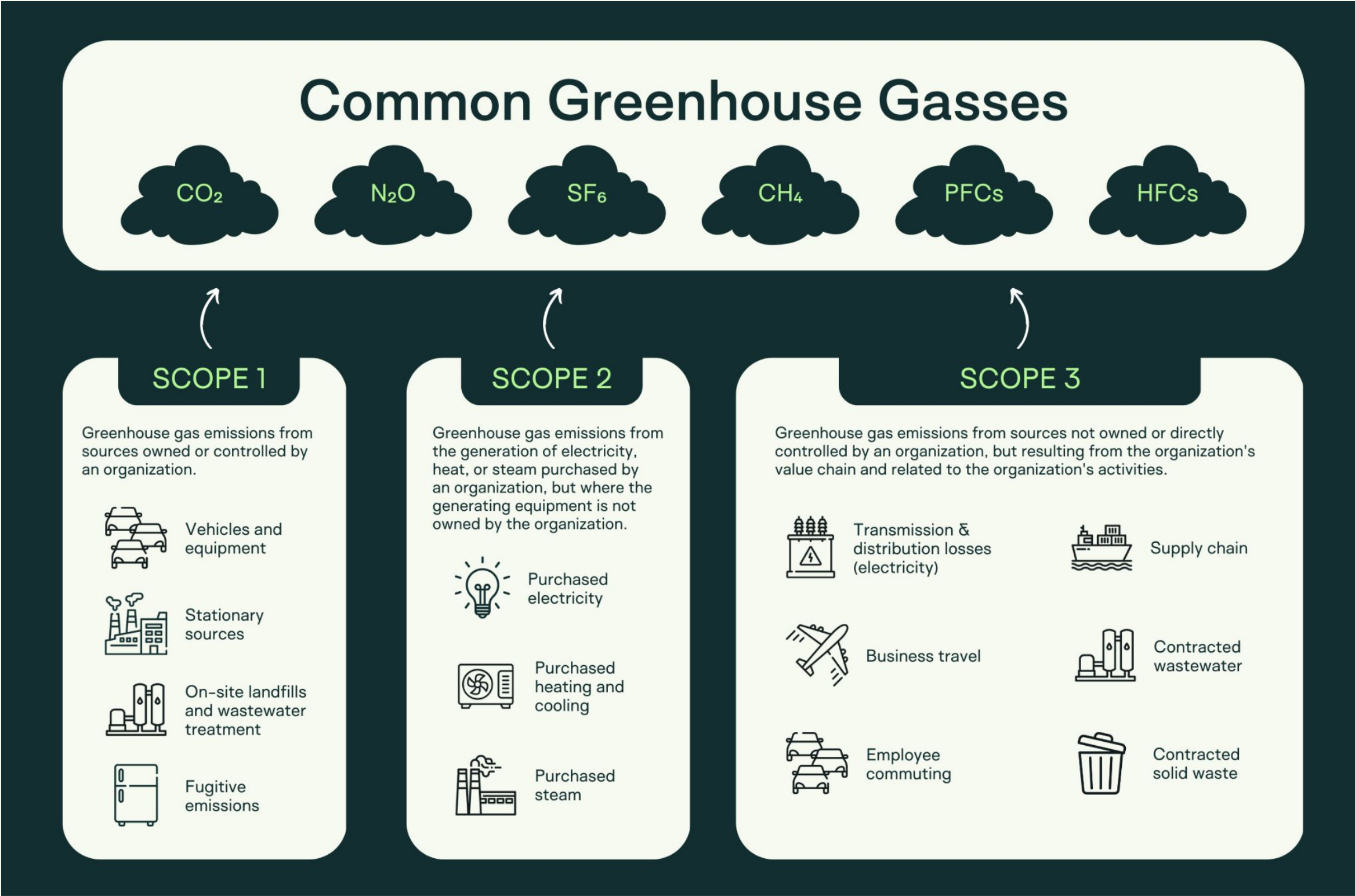


## Scope 3

Indirect emissions from suppliers, business travel, transportation of goods, etc.



# Emissions Sources and Scopes





# Methodology Summary: Scopes 1 & 2

## Scope 1

- **Buildings, Natural Gas** – Combination of actual and modeled consumption figures multiplied by standard emissions factor. Models based on 2018 CBECS consumption figures (MMBtu/sq ft/day) per climate regions.
- **Buildings, Refrigerants** – Estimated refrigerant losses from HVAC based on square footage for fugitive emissions.
- **Owned/Leased Vehicles, Fuels** – Reported gallons consumed and modeled miles traveled (based on assumed fuel economy) multiplied by standard emissions factors. Rented vehicles included in original dataset were treated as owned/leased vehicles since they were performing the same jobs as replacements for owned/leased vehicles.
- **Owned/Leased Vehicles, Refrigerants** – Estimated refrigerant losses from vehicles based on type and number of cars for fugitive emissions.

## Scope 2

- **Electricity** – Actual/estimate kWh consumed multiplied by location/market-specific emissions factors.



# Methodology Summary: Scope 3

- **Category 1: Purchased Goods & Services**
  - *Scooter parts*: Emissions based on reported quantity of scooter parts purchased and LCA data for upstream emissions.
  - *Charging*: Actual kWh consumed in scooter charging by country.
  - *All other purchases*: Emissions estimated based on USD spent and an EEIO factor for the category of purchase.
- **Category 2: Capital Goods**
  - *Scooters*: Emissions based on reported quantity of scooters purchased and LCA data for upstream emissions.
  - *Batteries*: Emissions based on reported quantity of batteries purchased and LCA data for batteries and component part emissions.
- **Category 3: FERA** - Scope 1&2 natural gas, fuel consumption, and electricity consumption multiplied by fuel-production emissions factors in each country.
- **Category 4: Upstream Transportation & Distribution**
  - *Inbound shipping*: Emissions based on km traveled and transport mode multiplied by standard emissions factor.
  - *LP logistics*: Emissions based on # of tasks completed and estimated miles per task.
- **Category 5: Waste**
  - *Vehicle and Vehicle parts*: Estimated based on number of scooter & parts disposed and LCA data for EOL emissions.
  - *All other waste*: Emissions estimated based on USD spent and an EEIO factor for waste.
- **Category 6: Business Travel** - Emissions factors applied to # passenger air km flown, # nights spent in a hotel, and an EEIO factor was used for reimbursed travel based on USD spent.
- **Category 7: Employee Commuting** - Days worked by employees, country WFH % from Lime commuting survey, & averages of modes of commuting by country, used to estimate total km per transport mode, multiplied by emissions factor
- **Category 11: Use of Sold Products** - Number of vehicles sold multiplied by the estimated energy use in their lifetime and then by an electricity emission factor.



# Scope 1 & 2 Results



# Scope 1 Emissions

Natural Gas	Fleet	Fugitive Emissions
1,438	1,940	51
mtCO2e	mtCO2e	mtCO2e
-29%*	-59%	-88%
vs 2019	vs 2019	vs 2019

\*This is comparing natural gas consumption to natural gas consumption; prior inventories assigned natural gas consumption and emissions to Scope 2 as purchased heating, whereas Optera classified it as Scope 1 emissions.



# Scope 2 Emissions

3,045\*

Market-Based mtCO2e

3,644

Location-Based mtCO2e

-40%

vs 2019

-28%

vs 2019

\*Market-based emissions reflect emissions from the electricity that a company has chosen in a specific energy market. This market-based figure represents Lime's emissions prior to the purchase of RECs, which cover all of the electricity consumption for the reporting year.

Location-based emissions reflect the emissions associated with the grid on which the energy consumption actually occurs.



# Scope 2 Emissions after RECs/GOs

0

Market-Based mtCO<sub>2</sub>e

3,644

Location-Based mtCO<sub>2</sub>e

-100%

vs 2019

-28%

vs 2019

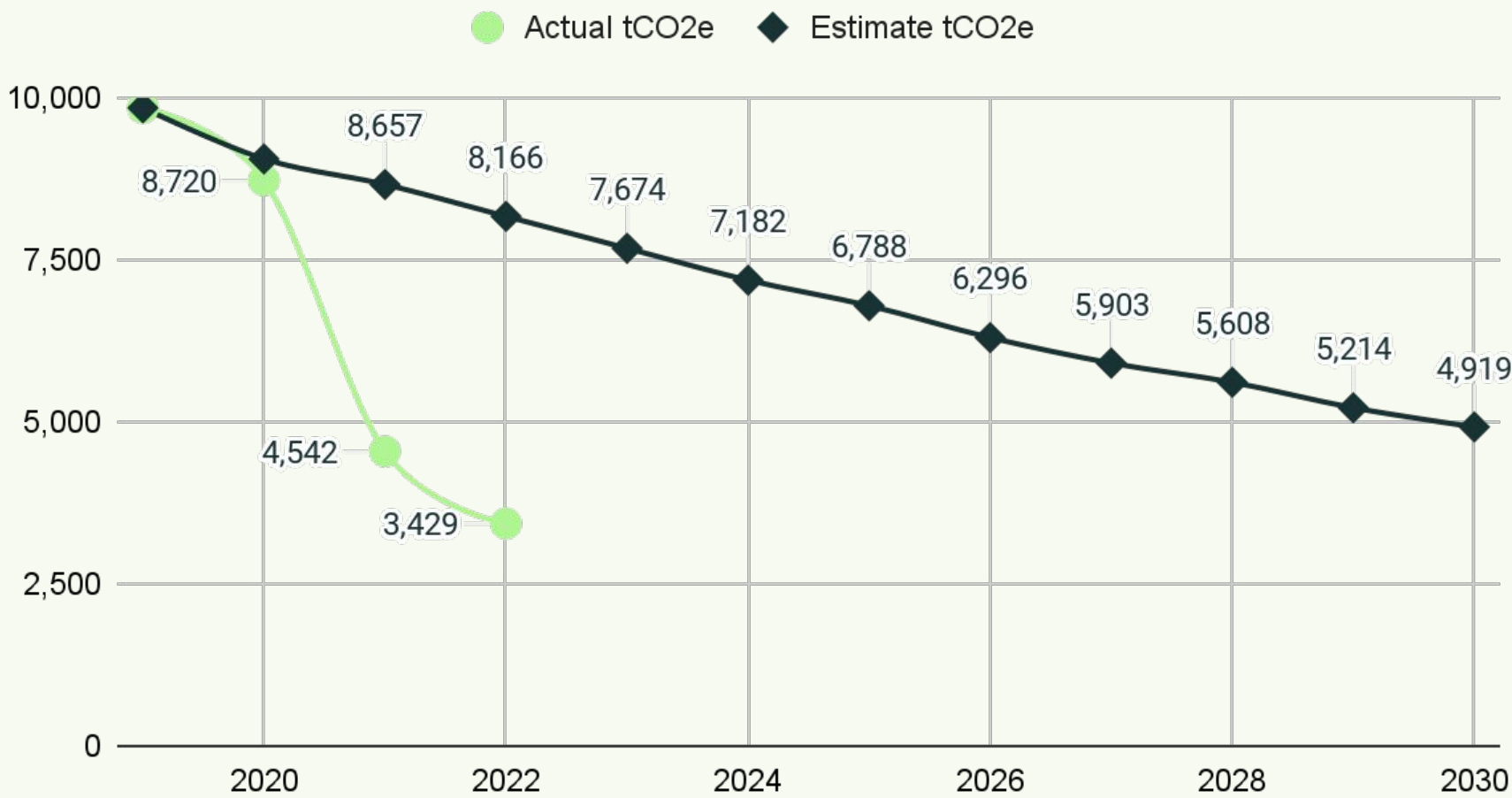
\*Market-based emissions reflect emissions from the electricity that a company has chosen in a specific energy market. Lime purchased RECs/GOs to cover their electricity consumption for the reporting year.

Location-based emissions reflect the emissions associated with the grid on which the energy consumption actually occurs.

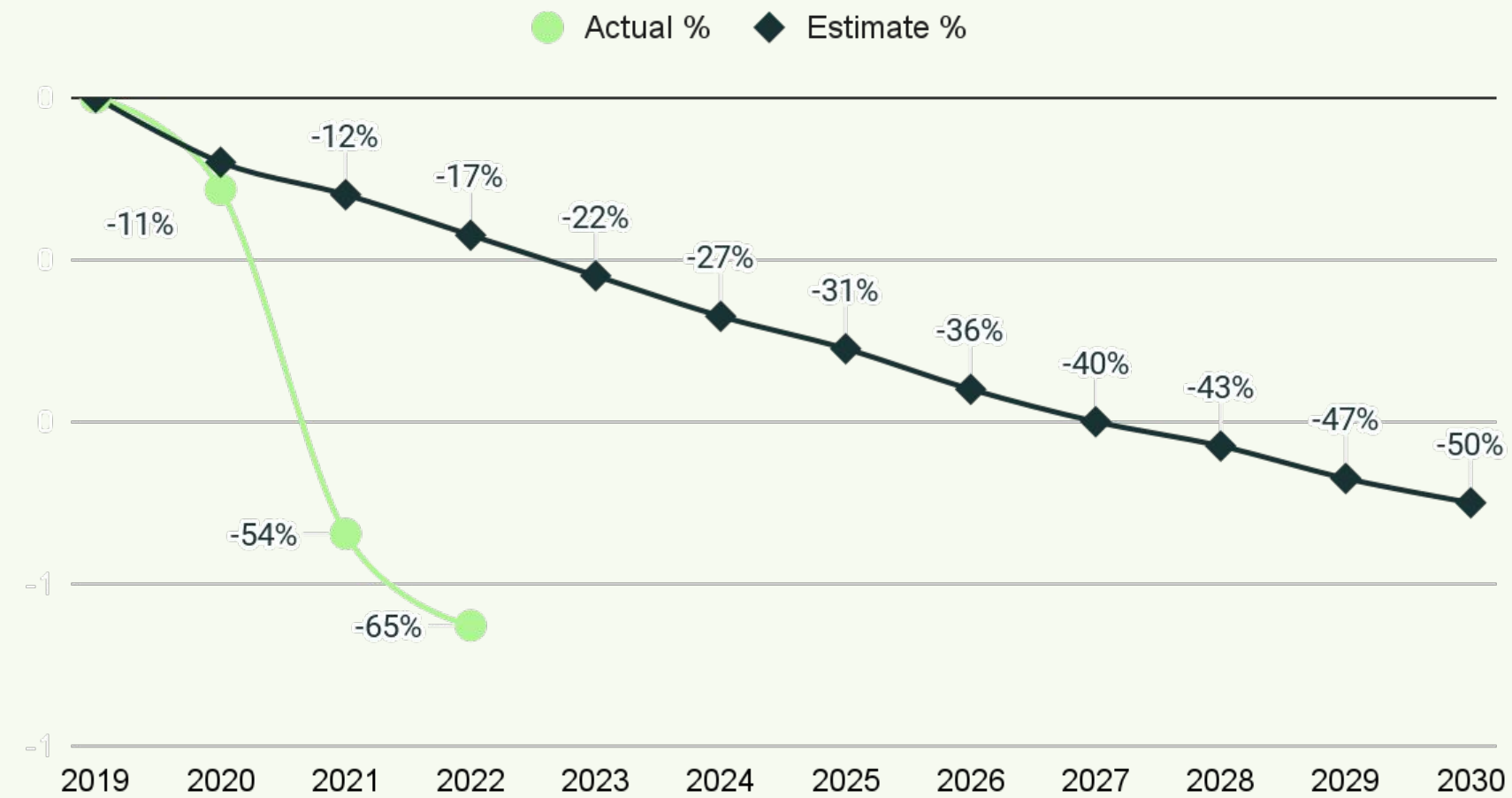


# Emissions Reduction Over Time

Actual Emissions Reduction vs Estimated



Actual Emissions Reduction vs Estimated





# Scope 3 Results



# Scope 3 Emissions

111,018\*

mtCO<sub>2</sub>e

-6%

vs 2019

Nearly all Scope 3 emissions (95%) are a result of PG&S, Capital Goods, and Upstream Transportation & Distribution

\*Market-based values



# Top Scope 3 Emissions Categories

	Cat 1   PG&S	Cat 2   Capital Goods	Cat 4   Upstream T&D	Cat 6   Business Travel
MTCO2e	27,481	62,006	17,321	2,254
% of Scope 3 Total	24.5%	55.2%	16.0%	2.0%
Background	Includes upstream emissions of procurement spend and total Lime spend (EEIO emission factors applied) and upstream emissions of purchased spare parts (using LCA factors)	Includes upstream emissions of purchased vehicles (scooters and bikes) as well as batteries	Includes logistics, shipping and LP activity (transportation to perform tasks and battery charging)	Includes car rentals, flights, hotel stays, and rail travel



# Year over Year Results



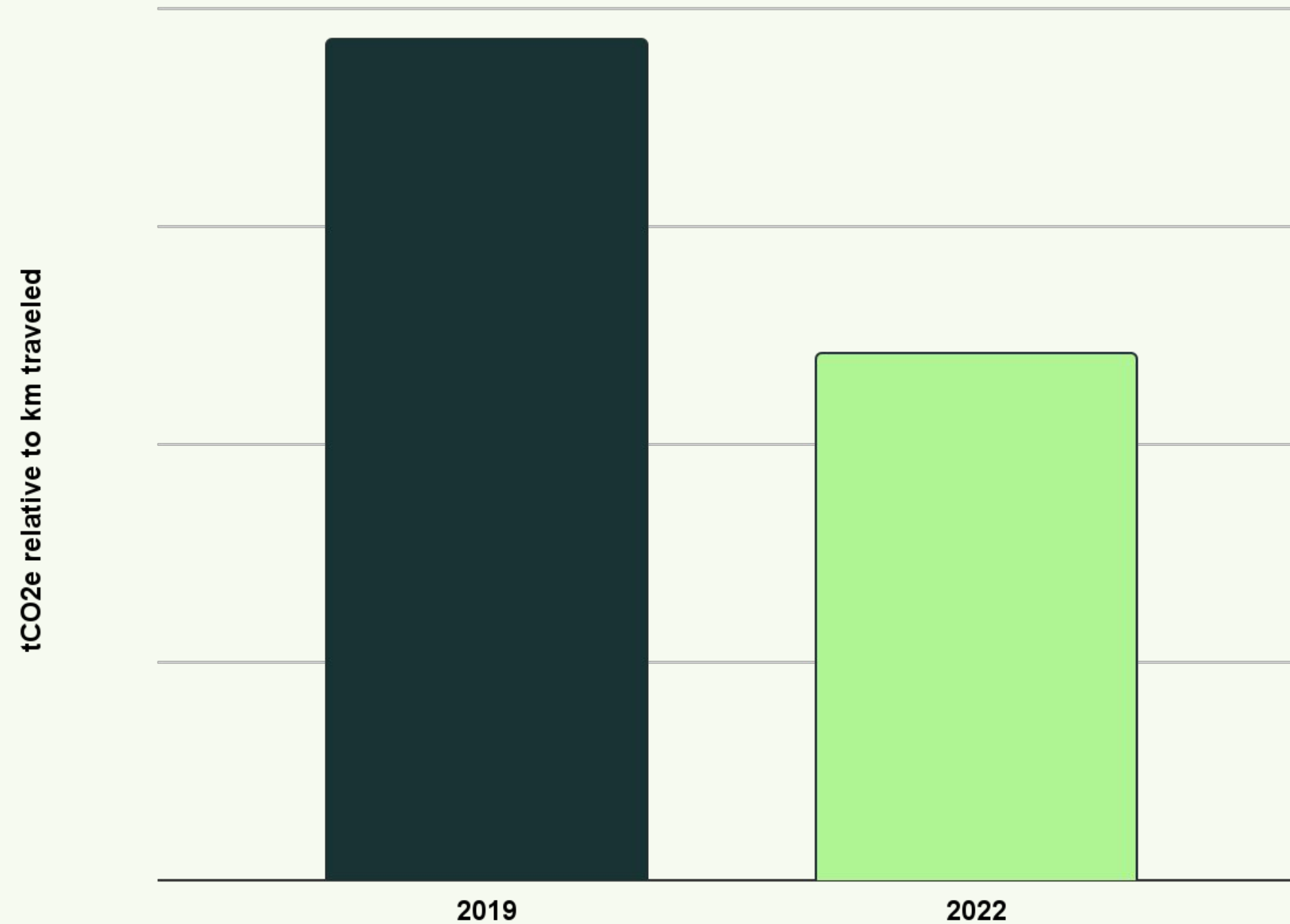
# Market–Based Emissions Comparison

Scope	tCO2e 2019	% 2019	tCO2e 2021*	% 2021	tCO2e 2022	% 2022	% change from CY19
Scope 1	5,187	4%	2,511	5%	3,429	3%	-33.9%
Scope 2	4,651	4%	2,031	4%	0	0%	-100.0%
Scope 3	129,005	92%	42,792	90%	111,018	97%	-13.9%
TOTAL tCO2e	138,843		47,334		114,447		-17.6%

\*Note: Well-to-Wheel impacts included in 2019 and 2022 transportation related calculations, but not for 2021.



## Relative GHG Emissions (mtCO<sub>2</sub>e) per km/mile Traveled



**-37.2%**

**emissions per km/mile  
2019 vs 2022**

Intensity represents the total emissions (scope 1 + scope 2 + scope 3) over total shared vehicle km/mile traveled



# Scope 1 and Scope 2 Comparison

Scope	Emissions Source	2019		2021		2022		% change from CY 19
		tCO2e	%	tCO2e	%	tCO2e	%	
Scope 1	Natural Gas	25	0%	74	2%	1,438	42%	N/A*
Scope 1	Owned/Leased Vehicles	4,748	48%	2,437	54%	1,940	57%	-59%
Scope 1	Fugitive emissions (refrigerants)	414	4%	403	9%	51	1%	-88%
Scope 2	Purchased electricity	3,372	34%	0	0%	0	0%	-100%
Scope 2	Purchased heating	1,279	13%	1,628	36%	0	0%	N/A

\*Note: Prior inventories assigned natural gas consumption and emissions to Scope 2 as purchased heating, whereas Optera classified it as Scope 1 emissions. Well-to-Wheel impacts included in 2019 and 2022 transportation related calculations, but not for 2021



# Scope 3 Comparison Summary

Scope 3 Category	2019		2021		2022		% change from CY 19
	tCO2e	%	tCO2e	%	tCO2e	%	
1: Purchased goods and services	16,947	14%	13,370	22%	27,481	25%	62%
2: Capital goods	56,773	48%	32,653	54%	62,006	56%	9%
3: Fuel and energy-related activities	1,583	1%	1,021	2%	197	0%	-88%
4: Upstream Transportation & Distribution	31,706	27%	9,070	15%	17,322	16%	-45%
5: Waste	393	0%	282	0%	738	1%	88%
6: Business travel	3,702	3%	594	1%	2,254	2%	-39%
7: Employee Commuting	7,513	6%	2,900	5%	1,020	1%	-86%
11: Use of sold products	0	0%	223	0%	0	0%	N/A
Totals	118,617		60,113		111,018		-6%

\*Note: Well-to-Wheel impacts included in 2019 and 2022 transportation related calculations, but not for 2021.